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On 15 February 1953, tactical units of the Twenty-Fourth Air Army, the headquarters of which is at Werder airfield, included 18 fighter regiments, 6 ground attack regiments, 6 bomber regiments, 2 reconnaissance regiments and 2 transport regiments.

A total of 25 airfields were occupied by these units, while Parchim and Oranienburg airfields were being improved for occupation by Soviet air units. See Annex 1. With regard to their installations and size, all these fields were serviceable for modern aircraft. Most of them were large enough for occupation by two full-strength regiments and some of them were already used by two regiments. Cottbus, Bautzen, Litten and Kamenitz airfields have been made available for the training of WP air units.

Dessau airfield, which has previously been used by a ground attack regiment, is probably to be made into a factory field.

The following additional airfields were occupied:

Name of Airfield	Occupation
Schoenwalde	target-tow unit
Schoenefeld	military air transport unit; the field also serves as a civil installation
Dresden-Klotzsche	military training unit; motor vehicle distribution point with attached driver school
Rangsdorf	some transport planes which probably belong to the unit in Schoenefeld
Rainsdorf	occupied only in summer by the ground attack regiment from Justerbog.

Leipzig-Schkeuditz, Leipzig-Mockau and Perleberg airfields were unoccupied. In their present physical status, they are unsuitable for the reception of tactical air units. According to available information, their improvement is not intended. See Annex 1. The Twenty-Fourth Air Army is currently executing a large-scale airfield construction program. This program envisages the reconstruction of Drewitz, Greifswald and Gardelegen airfields, former German Air Force installations, and the construction of new airfields at Buchholz, Bremenham, Mahlwinkel, Schoenhauser Damm, Schorfheide, Jocksdorf, Retzow and Dietsborn. For status of construction work and probable utilization of these fields, see Annex 2. The various types of airfields used by the tactical units of the Twenty-Fourth Air Army were equipped with the following facilities:

1. Airfields occupied by fighter units.

Runways: minimum length, 2,000 meters; width, 60 meters; thickness of concrete

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layer, 15 to 20 cm.

Taxiways: About 14 meters wide.
 Adcock DF stations: One or two
 Runway localizing beacons: Two
 Fuel dump: Storage capacity, about 500 cubic meters.
 Shrapnelproof aircraft revetments were available.

2. Airfields occupied by bomber units.

Runways: Length, about 2,500 meters; width, about 80 meters;
 thickness of concrete layer, about 25 cm.
 Taxiways: From 16 to 18 meters wide.
 Adcock DF station: One
 Runway localizing beacon: One or two
 Fuel dump: Storage capacity, about 2,000 cubic meters
 Hardstands were available along taxiways.
 Aircraft revetments.

3. Airfields occupied by ground attack units.

The fields were provided either with short runways or none at all. The equipment with radio facilities and navigational helps varied. Temporary aircraft revetments have been constructed on some of the fields.

4. Alternate airfields.

The landing field of these installations has been levelled and rolled. However, in some cases only runways and taxiways have been rolled. Pierced steel planks for the construction of temporary runways were in use at some of the fields. See also Erfurt-Bindersleben and Schoenhauser Dam airfields.

Annexes:

1. Chart giving specifications on serviceable airfields in East Germany (Air 4, Army 4, OCM 1).
2. Chart on status of airfields under construction (Army 4, Air 4, OCM 1).

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